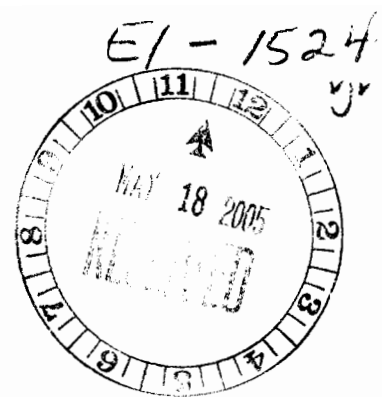


Case Control Unit  
Finance Docket No. 33407  
Surface Transportation Board  
1925 K Street, NW  
Washington, D. C. 20423-001



May 13, 2005

Attn: Victoria Rutson  
Section of Environmental Analysis

Dear Sirs:

Thank you for the recent Draft Supplemental Environmental Impact Statement, on the Powder River Basin Expansion Project for the DM&E Railroad.

I am pleased that your office found no significant adverse environmental impacts severe enough to warrant disapproving the proposed new railroad project. I sincerely hope that this ends the delaying problems, and that the DN&E railroad can continue with the planning, financing and construction of their railroad.

A growing industry in our section of the country is ethanol production. There are presently 15 producing plants, with 3 more under construction, with a capacity of 550 million gallons. Four of these plants are in Minnesota and are serviced by the DM&E railroad, and three are in South Dakota, also serviced by the same railroad. Most of this product is shipped by rail, necessitating a good maintained, heavy hauler, railroad. Please note the attached newspaper article.

Ten years ago I questioned whether this railroad would survive, but they have struggled, and rebuilt the terrible deteriorated rail bed. Thru much effort they are moving forward, and need the opportunity to compete as a viable business.

Again, I heartly approve of the DM&E construction, and thank you for your environmental concerns.

Sincerely,

Ivan W. Roettger  
22008 516th St  
Elysian, Minnesota 56028

# Fresh ethanol push in works

Bill calls for  
5 billion gallons;  
8 billion proposed

The Associated Press

**WASHINGTON** — Corn-based ethanol is being pumped into more gas tanks every year, and farm-state senators and a majority of governors want an even greater flow. They say an energy bill Republicans are pushing through the House this week does not go far enough to replace foreign oil with home-grown ethanol.

The legislation would require refiners to use 5 billion gallons of corn-based ethanol a year by 2012, about 20 percent more than the industry expects to produce this year.

But governors from 30 states, in a recent letter to President Bush and members of Congress, urged lawmakers to boost the requirement to 8 billion gallons a year and provide tax breaks and other federal help to spur production from non-corn sources including grasses, wood chips and even garbage.

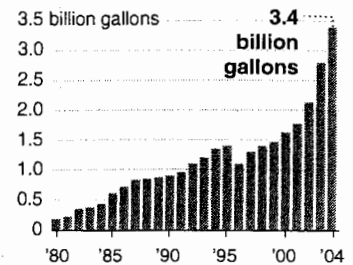
Rising oil imports are a major risk to the nation's energy, economic and environmental security, the governors wrote, adding that expansion of ethanol would be "the safest and cheapest way to mitigate these risks."

Transportation accounts for

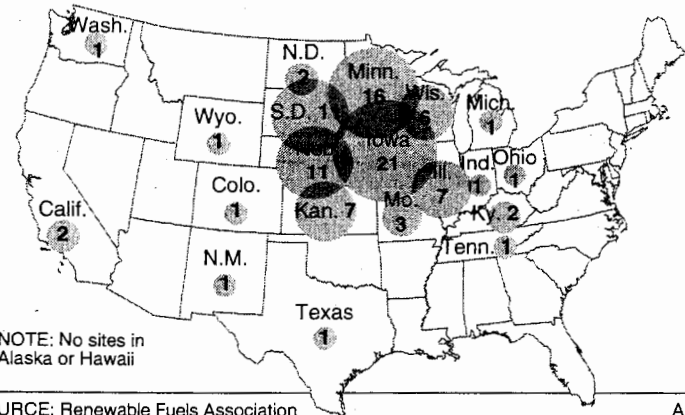
## Alternative energy grown by the cob

Ethanol, a corn-based gasoline additive that helps vehicles run cleaner and more efficiently has seen rapid growth as another additive, MTBE, is being phased out because it contaminates drinking water.

U.S. fuel ethanol production



Number of ethanol production sites, by state



more than half of the U.S. thirst for oil, about 56 percent of which comes from imports; that portion is expected to be well over 60 percent by 2012.

Bills were introduced in the Senate and House last week calling for the requirement of 8 billion gallons. An attempt is expected to be made to change the energy bill to reflect the higher number when it comes up for House debate on Wednesday, although prospects of doing so are uncertain.

Almost all ethanol now pro-

duced comes from corn. A federal mandate for refiners to more than double its use over the next seven years would be a major boon to farmers. While non-corn ethanol from various biomass sources is widely talked about, a practical and cost-effective process for doing so is still years away.

Ethanol prices have declined sharply in recent months, largely because of the rapid growth in supply and few new markets. The wholesale price of a gallon of ethanol is now about \$1.20.